ENR 1.10 FLIGHT PLANNING

The Republic of Lithuania is a part of IFPS zone (IFPZ). Therefore, flight plans and associated messages for IFR flights, including the IFR portions of mixed IFR/VFR flights intending to operate within Vilnius FIR shall be submitted to IFPS. Operators are reminded that IFPS cannot be used to submit VFR flight plans to the Republic of Lithuania. Please note that flight plans filed more than 120 hours in advance of the EOBT will not be accepted by IFPS. Operators are strongly encouraged to include the Date of Flight (DOF) in Item 18 of the flight plan, particularly if the flight plan is filed more than 24 hours in advance of the EOBT. All documentation related to the IFPS is available on the EUROCONTROL website www.eurocontrol.int.

1.10.1 SUBMISSION OF A FLIGHT PLAN

The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form and the Repetitive Flight Plan are contained in the ICAO EUR Regional Supplementary Procedures (Doc 7030/5 - EUR).

Furthermore, the following requirement is in addition to the flight planning requirements contained in the ICAO EUR Regional Supplementary Procedures (Doc 7030/5 - EUR).

A flight plan shall be submitted prior to operating:

a) any flight or portion thereof to be provided with air traffic control service;
b) any IFR flight within advisory airspace;
c) for flight within uncontrolled air space in Vilnius FIR, in order to facilitate the provision of flight information, alerting and search and rescue services;
d) for flight within or into prohibited and restricted areas and border area to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

Note 1: 1) For flight within ATZ submission of FPL is not required.
2) For flight within or into prohibited and restricted areas prior permission from Military Authority is required.
3) Border area is part of the Republic of Lithuania's uncontrolled airspace stretching out for 4 nautical miles into the territory from the Republic of Lithuania's state border with a non-European Union state. When the internal border control is resumed, the border area is part of the Republic of Lithuania's airspace stretching out for 4 nautical miles from the Republic of Lithuania's state border into the territory.

e) for flight across international borders;
f) for flight planned to operate at night, if leaving the vicinity of an aerodrome.

1.10.2 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

A flight plan shall be submitted, before departure, to an air traffic services reporting office (ARO) or, flight plan during flight (AFIL) transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

1.10.2.1 Time of submission:

a) A flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least 1 hour before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least 10 minutes before the aircraft is estimated to reach:
   – the intended point of entry into a control area or advisory area; or
   – the point of crossing an airway or advisory route.
b) A flight plan for international flights intending to operate within IFPS shall be submitted at least 3 hours before the EOBT whenever possible.

Note 2: AFIL represent flight plans submitted by an ATS unit to the IFPS for processing on behalf of an aircraft already in flight.

1.10.2.2 Place of submission:

a) Aircraft operators shall file their IFR or IFR/VFR (mixed) flight plans and associated messages (e. g. CHG, DLA, CNL) before departure directly with IFPS using available means in accordance with addressing principles set in AIP Lithuania, ENR-1.11 Addressing of flight plan messages. If those means are not available, flight plan and associated messages shall be submitted at the ARO at the departure aerodrome. Flight plans for VFR or mixed VFR/IFR and OAT flights shall be submitted to ARO of departure aerodrome

in accordance with addressing principles set in AIP Lithuania, ENR-1.11 Addressing of flight plan messages.
Direct filers take the full responsibility for compliance with all relevant IFPS procedures including complete addressing of their messages.

b) For all other flights, flight plans may be filed with competent ARO for forwarding in accordance with addressing principles set in AIP Lithuania, ENR-1.11 Addressing of flight plan messages.

c) When the departure aerodrome is different from the place of filing a flight plan, a FPL for an IFR flight is forwarded to IFPS, while a FPL for a VFR flight is forwarded only to the ARO at the departure airport. ARO shall forward such FPL further to all required addresses.

d) In case of absence of ARO at the departure aerodrome the flight plan shall be submitted to the nearest ARO by fax, email or on the web-site www.ans.lt in advance, with indication of aircraft operator's contact details. Outside the operational hours of Kaunas ARO, Šiauliai ARO and Palanga ARO the flight plan shall be submitted to the Vilnius ARO.

Vilnius ARO	**Kaunas ARO**	**Palanga ARO**	**Šiauliai ARO**
Phone: +370 706 94 618 +370 706 94 620 Fax: +370 706 94 621 Email: briefing@ans.lt	Phone: +370 706 94 363 Fax: +370 706 94 365 Email: kaunas.brief@ans.lt	Phone: +370 706 94 110 Fax: +370 706 94 124 Email: palanga.brief@ans.lt	Phone: +370 706 94 711 Fax: +370 41 39 81 28 Email: siauliai.brief@ans.lt

After submitting FPL in d) item mentioned way, it is necessary to make a call to the appropriate ARO for confirmation of reception of the FPL. FPL submitted on the web www.ans.lt site automatically will be received by appropriate ARO.

Note 3: When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling reports on the ground are not available, it is recommended to submit FPL for departure from arrival aerodrome or operating site in advance.

1.10.2.3 Filing of flight plans with IFPS directly

Flight plans and flight plan associated messages filed directly with IFPS will be checked by IFPS as regards syntax, format and route structure.

The originator will be informed of the processing of flight plans and flight plan associated messages within IFPS through Operational Reply Messages (ORM).

MAN - the message is not correct and will be amended manually

REJ - the message is not correct and cannot be amended, a correct version has to be sent

ACK - the message is correct and accepted by IFPS

1.10.2.4 Submission of flight plans during flight (AFIL)

AFIL shall be submitted:

– for flight to obtain ATC clearance to enter controlled air space, if required by certain circumstances unknown to the pilot prior to departure;
– for VFR flight within Vilnius FIR to cross control zone (CTR) AFPL can be filed. When aircraft leaves controlled air space, future flight will be considered as flight without flight plan.

AFIL shall be submitted to the ATS unit of flight responsibility area.

For flight plans submitted during flight, the departure aerodrome or operating site provided shall be the location from which supplementary information concerning the flight may be obtained, if required. Additionally, the information to be provided in lieu of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.

1.10.2.5 Abbreviated Flight Plan (AFPL)

AFPL is the limited information required to obtain a clearance for a portion of flight or depart controlled aerodrome, filed either by telephone prior to take-off or during flight when airborne. This might apply in the case of a required clearance to departure controlled aerodrome or cross Vilnius, Kaunas, Palanga or Šiauliai control zone (CTR). In this case no flight plan form is submitted and the destination aerodrome will not be informed. When aircraft leaves CTR, future flight will be considered as flight without flight plan. AFPL can be filed for VFR flight only and is submitted to the nearest ARO or FIS unit.

1.10.2.6 Contents and form of a flight plan

ICAO flight plan forms are available at AROs and aerodrome offices at uncontrolled aerodromes and on the web-site www.ans.lt. The instructions for completing those forms shall be followed.

Contents of a Flight Plan

A flight plan shall be completed in accordance with the provisions specified below:

1.10.2.6.1 Aircraft Identification – Item 7

The aircraft identification in a message shall contain a minimum of two (2) and a maximum of seven (7) alphanumeric characters and without hyphens or symbols as follows:

a) The ICAO telephony designator of the aircraft operating agency followed by the flight identification when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification;

or the nationality or common mark and registration mark of the aircraft when:

– in radiotelephony the call sign to be used by the aircraft will consist of this identification alone, or preceded by the ICAO telephony designator for the aircraft operating agency;
– the aircraft is not equipped with radio;

b) A radio telephony call sign used for military aircraft;
c) If several aircraft are involved, the registration mark of the leading aircraft or of the aircraft taking off first shall be indicated. The registration marks of other aircraft shall be indicated in Item 18, preceded by the identification group "**REG**/".

1.10.2.6.2 Flight Rules and Type of Flight – Item 8

The following indications of flight rules may be used in Item 8a for a flight plan:

I - if it is intended that the entire flight is going to be operated under the IFR

V - if it is intended that the entire flight is going to be operated under the VFR

Y - if the flight initially is going to be operated under the IFR, followed by one or more subsequent changes of flight rules or

Z - if the flight initially is going to be operated under the VFR, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

VFR flights at night shall be marked by the entry "**RMK/N VFR NIGHT**" in Item 18.

The following types of flight may be used in Item 8b for a flight plan:

S - if scheduled air service

N - if non-scheduled air transport operation

G - if general aviation

M - if military (in addition to military operations, operators of customs or police aircraft shall insert the letter "**M**" in Item 8b). State aircraft (aircraft used in military, customs and police service) intending to conduct flights within RVSM airspace shall indicate the type of flight (Item 8b) with the letter "**M**"

X - if other than any of the defined categories above
When using the letter "**X**", supplementary information concerning the intention of the flight shall be given in the Item 18 of the flight plan preceded by the identification group "**RMK**/".

Example:
RMK/LIC TG ("touch and go")
RMK/LIC LA ("low approach")

1.10.2.6.3 Number and Type of Aircraft and Wake Turbulence Category – Item 9

If more than one aircraft type intends to fly in formation, the total number of aircraft shall be given.

The type of aircraft shall be indicated by the type designator assigned by ICAO in compliance with ICAO Doc 8643.

If no aircraft type designator has been assigned to an aircraft type by ICAO, the letter group "**ZZZZ**"shall be inserted and the aircraft type shall be specified in Item 18, preceded by the identification group "**TYP**/".

Example:
Item 9: ZZZZ Item 18: TYP/LJ39

In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated, and all other aircraft types shall be detailed in Item 18, preceded by the identification group "**TYP**/".

Examples:
Item 9: 2AN26 Item 18: TYP/1AN26 1LJ39 or TYP/AN26 LJ39
Item 9: 5F15 Item 18: TYP/2F15 3F5

The wake turbulence category of an aircraft shall be indicated by adding one of the following letters, separated by an oblique stroke from the aircraft type identification:

J (super) - shall be inserted for an aircraft with a maximum certified take off mass of 560 000 KG or more

H (heavy) - shall be inserted for an aircraft with a maximum certified take off mass of less than 560 000 KG but more than 136 000 KG

M (medium) - shall be inserted for an aircraft with a maximum certified take off mass of less than 136 000 KG but more than 7 000 KG

L (light) - shall be inserted for an aircraft with a maximum certified take off mass of 7 000 KG or less

1.10.2.6.4 Equipment – Item 10

Capabilities comprise the following elements:

a) presence of relevant serviceable equipment on board the aircraft;
b) equipment and capabilities commensurate with flight crew qualifications; and
c) where applicable, authorization from the appropriate authority.

The radio communication, navigation and approach aid equipment and capabilities as well as, separated by an oblique stroke, surveillance equipment and capabilities, shall be indicated.

Radio communication, navigation and approach aid equipment and capabilities - Item 10a

Radio communication, navigation and approach aid equipment and capabilities shall be indicated:

N - if no COM/NAV/ approach aid equipment for the route to be flown is carried or the equipment is unserviceable;

S - if standard COM/NAV/ approach aid equipment for the route to be flown (VHF RTF, VOR and ILS) is carried and serviceable;

AND/OR

One or more of the following letters to indicate the serviceable COM/NAV/ approach aid equipment and capabilities:

A	GBAS landing system	**J7**	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS	**K**	MLS
C	LORAN C	**L**	ILS
D	DME	**M1**	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	**M2**	ATC RTF (MTSAT)
E2	D-FIS ACARS	**M3**	ATC RTF (Iridium)
E3	PDC ACARS	**O**	VOR
F	ADF	**P1-P9**	Reserved for RCP
G	GNSS (See Note 4)	**R**	PBN approved (see Note 5)
H	HF RTF	**T**	TACAN
I	Inertial Navigation	**U**	UHF RTF
J1	CPDLC ATN VDL Mode 2	**V**	VHF RTF
J2	CPDLC FANS 1/A HFDL	**W**	RVSM approved

J3	CPDLC FANS 1/A VDL Mode 4	**X**	MNPS approved
J4	CPDLC FANS 1/A VDL Mode 2	**Y**	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	**Z**	Other equipment carried or other capabilities (see Note 6)
J6	CPDLC FANS 1/A SATCOM (MTSAT)		

*Note 4: If the letter "**G**" is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator "**NAV**/" and separated by a space.*

*Note 5: If the letter "**R**" is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator "**PBN**/".*

*Note 6: If the letter "**Z**" is used, specify in Item 18 the other equipment carried or other capabilities, preceded by "**COM**/", "**NAV**/" and/or "**DAT**/", as appropriate. Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter "**Z**" in Item 10a and then inserting the appropriate descriptors in the following indicators in Item 18 as detailed in the IFPS Users Manual:*

a. *insert EXM833 following COM/;*

b. *insert RNAVX or RNAVINOP as appropriate following NAV/;*

c. *insert CPDLCX following DAT/.*

Surveillance equipment and capabilities - Item 10b

INSERT**N** if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

A Transponder - Mode A (4 digits - 4 096 codes)

C Transponder - Mode A (4 digits - 4 096 codes) and Mode C

SSR Mode S

E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability

L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

P Transponder - Mode S, including pressure-altitude, but no aircraft identification capability

S Transponder - Mode S, including both pressure altitude and aircraft identification capability

X Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

Note 7: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability

B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability

U1 ADS-B "out" capability using UAT

U2 ADS-B "out" and "in" capability using UAT

V1 ADS-B "out" capability using VDL Mode 4

V2 ADS-B "out" and "in" capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities

G1 ADS-C with ATN capabilities

*Note 8: Additional surveillance application should be listed in Item 18 following the indicator "**SUR/**".*

1.10.2.6.5 Aerodrome of Departure and Estimated Off-Block Time – Item 13

Any flight plan shall indicate the aerodrome of departure (ADEP) using the ICAO four-letter designator, where that designator is known.

If no ICAO location indicator has been assigned to the departure aerodrome, the letter group "**ZZZZ**" and the name of the departure aerodrome and location, referring to the nearest locality depicted on the Aeronautical Chart - ICAO 1:500 000 shall be indicated in Item 18 preceded by the identification group "**DEP**/".

If the aircraft has taken off from not the aerodrome, the first point of the route or the marker radio beacon preceded by "**DEP**/", shall be inserted.

If a flight plan is filed during the flight, the letter group "**AFIL**" shall be entered instead of indicating the departure aerodrome and the air traffic control unit, from which supplementary flight plan data may be requested, shall be indicated in Item 18 together with the identification group "**DEP**/".

The Estimated Off-Block Time (EOBT) shall be indicated by a four figure group following the designation of the departure aerodrome.

For those flights with the departure point given as AFIL, the associated time shall indicate the Estimated or Actual Time Over the point on the route from where the flight plan shall apply.

1.10.2.6.6 Route – Item 15

Cruising speed – Item 15a

The data concerning the true air speed, the estimated ground speed where manned free balloons are concerned, the cruising level requested and the intended route shall be indicated in Item 15.

Cruising speed may be indicated:

N followed by four figures – indication in knots

M followed by three figures – indication of the Mach number in hundreds

K followed by four figures – indication in km/h

The first digits of the figure group expressing the speed shall be completed by the figure "0", if necessary. Changes of speed by 5% or more shall be indicated in the route.

Cruising level – Item 15b

The data concerning the cruising level requested shall be given without a space following the speed data. The first digits shall be completed by the figure "0", if necessary.

Level may be indicated in the following ways:

F followed by three (3) figures – Indication of the flight level

A followed by three (3) figures – Indication of the altitude in hundreds of feet.

VFR - for uncontrolled VFR flights, except for VFR flights at night in controlled airspace, for flights subject to ATC, or for VFR flights intended to be performed at a definite level.

Route – Item 15c

The data about the requested route shall be entered in Item 15 (Route) of the flight plan.

For IFR approaches and departures (SID/STAR) and flights on ATS routes, the abbreviated designations (identifications) established for such routes shall be indicated.

In case a standard instrument arrival/departure route has not been established for an aerodrome, the identification group "**DCT**" shall be entered as the first and/or last route element.

Where a flight intends to fly on a route, the route given in the flight plan shall indicate the point at which the flight intends to join that route and the point at which the flight intends to leave that route.

For flights outside the published ATS routes, the identification group "**DCT**" (direct) shall be inserted between the specified points in order to indicate the direct route of flight between two points.

The use of a "**DCT**" shall be avoided wherever possible. Crossing of Lithuanian border on a "**DCT**" routing is not allowed with Russian Federation and Republic of Belarus.

For flights outside designated ATS routes outside Republic of Lithuania, points normally not more than 30 minutes flying time or 200 NM apart shall be inserted.

For IFR flights within the Republic of Lithuania, the pilot shall consult the contents of the Integrated Aeronautical Information Package (IAIP) when planning routes. In addition, he may also refer to the contents of the Route Availability Documents (RAD).

For VFR flights entering Lithuania, the point of crossing the international border, related to the nearest larger locality depicted on the Aeronautical Chart - ICAO 1:500 000 or to a navigation aid, shall be indicated in Item 18 by the identification group "**EET/**".

The route shall be described using the following elements:

a) ATS route (2 to 7 characters) - the coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route.
b) Significant point (2 to 11 characters) - the coded designator (2 to 5 characters) assigned to the point or, if no coded designator has been assigned, in the following way:
   – Degrees and minutes (11 characters): 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). The first digits of the figure groups shall be completed by the figure "0", if required.
   – Bearing and distance from significant point: the identification of the significant point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. The first digits of the figure groups shall be completed by the figure "0", if required.
c) Change of speed or level (maximum 21 characters) - the point at which a change of speed (5% TAS or 0.01 Mach or more) and/or a change of level is planned to commence, even when only one of these values will be changed.
d) Change of flight rules (maximum 3 characters) - the point at which the change of flight rules is planned, followed by a space and one of the following:
   – VFR if from IFR to VFR
   – IFR if from VFR to IFR

For routes outside Republic of Lithuania the cruise climb may be indicated by using a maximum of 28 successive characters as defined below:

The letter "C" followed by an oblique stroke and the indication of the route point from where the cruise climb is intended. Separated by an oblique stroke, the speed during cruise climb will follow as well as either the two flight levels defining the airspace occupied during cruise climb, or the flight level at which the cruise climb is commenced, followed by the word "PLUS".
Example: C/48N050W/M082F290F350 or C/48N050W/M082F290PLUS.

The reporting point, at which the change to operational air traffic is completed, shall be indicated by the identification group "**OAT**". The change to non-operational air traffic shall be indicated by the identification group "**GAT**".

En-route STAY Indicator

The STAY Indicator specifies the location and time of a special flight activity which only takes place en-route (e.g. training flight, photo flight operation, etc.). It shall only be used for individual flight plans if the entire flight is conducted completely within the IFPS zone.

The point of entry into the area where special activities are planned (STAY Area) shall be followed by the identification group "STAY1/….", the duration of the planned flight activity as well as the point of exit from the STAY Area.

Every STAY Indicator shall be numbered. If there is only one STAY Indicator in Item 15, the number shall always be "1". If a flight plan contains several STAY Indicators, they shall be numbered up to maximum value of 9, followed by a "/", then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition.

As way of explanation regarding the type of intended flight, an identification group "STAYINFO1/…." shall be entered in Item 18 for every STAY Indicator. The STAYINFO identification group shall be numbered analogous to the STAY Indicator in Item 15, followed by "/", then free alphanumeric text.

Example: Item 15: Route SAU STAY1/0100 SAU

Item 18: Other Information STAYINFO1/CALIBRATION OF SAU

It shall not be possible to have more than one consecutive STAY indicator associated with the same point.

1.10.2.6.7 Destination Aerodrome and Total Estimated Elapsed Time, and Destination Alternate Aerodrome(s) – Item 16

The destination aerodrome, in the case of manned free balloons the estimated location of landing, the total EET and, at least one, maximum two alternate aerodromes shall be indicated as follows:

A flight plan shall indicate the destination aerodrome and the destination alternate aerodromes using the ICAO four-letter location designator, when that designator is known.

If no location indicators have been assigned, the letter group "**ZZZZ**" shall be indicated, and in Item 18 the name of the destination aerodrome or of the estimated location of landing preceded by the identification group "**DEST/** " and/or the name and location of the destination alternate aerodrome(s) preceded by the identification group "**ALTN/**" shall be indicated.

Maximum two destination alternate aerodromes shall be accepted.

If no estimated location of landing can be indicated in the case of flights of manned free balloons, the word "unknown" shall be indicated following the identification group "**DEST/**".

The total EET is to be given as a 4-figure group following the designation of the destination aerodrome or following the identification group "**ZZZZ**".

If a flight plan is filed during the flight, the total EET related to the route point from where the flight plan is intended to apply shall be indicated.

The total estimated elapsed time signifies:

a) for IFR flights, the estimated time required from departure until arrival over the established point defined by reference to navigation aids, from which an instrument approach procedure is intended, or, if no navigation aid is associated with the destination aerodrome, until arrival over the destination aerodrome;
b) for VFR flights, the estimated time required from departure until arrival over the destination aerodrome.

1.10.2.6.8 Other Information – Item 18

As far as supplementary information with regard to Items 7 to 16 or other additional information becomes necessary, it shall be indicated by using the following identification groups in Item 18.

Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes shall only be used as prescribed below. If no other information, zero "0" shall be used.

Any other necessary information shall be inserted in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTCK: flight check for calibration of navaids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator "**RMK/**".

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

NAV/ Significant data related to navigation equipment, other than specified in “PBN/”, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS. If appropriate, insert RNAVX or RNAVINOP, as detailed in the IFPS User Manual.

COM/ Indicate communications applications or capabilities not specified in Item 10a. If appropriate, insert EXM833 as detailed in the IFPS User Manual.

DAT/ Indicate data applications or capabilities not specified in 10a. If appropriate, insert CPDLCX as detailed in the IFPS User Manual.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if “ZZZZ” is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if “AFIL” is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:
With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S”

(South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "KNA" should be expressed as KNA180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if "ZZZZ" is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under "DEP/" above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take- off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples:
EET/CAP0745 XYZ0830 EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if "ZZZZ" is inserted in Item 9.

Examples:
Item 9: 4ZZZZ Item 18:TYP/2 MORANE KA350 PA28
Item 9: ZZZZ Item 18:TYP/GYROCOPTER

In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated in Item 9, and all other aircraft types shall be detailed here.

Examples:
Item 9: 3AN26 Item 18: TYP/1AN26 2LJ39 or TYP/AN26 2LJ39

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

RVR/ The minimum RVR requirement of the flight.

Note 9: This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.

DLE/ En-route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).
Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority.

PPR/ Prior permission request number shall be included, if it was obtained from appropriate authority.

ALTN/ Name of destination alternate aerodrome(s), if "ZZZZ" is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in "DEP/" above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in "DEP/" above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in "DEP/" above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:
RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

Note 10: This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.

1.10.2.6.9 Supplementary Information – Item 19

The following elements shall be used as supplementary information sub-field indicators:

E/ total fuel endurance - four-figure group expressed in hours and minutes

P/ total number of persons on board (passengers and crew) or TBN (to be notified) if the total number of persons on board is not known at the time of filing the flight plan

R/ the available emergency radio, whereby:
- *U* shall be crossed out if UHF frequency 243.0 MHz is not available
- *V* shall be crossed out if VHF frequency 121.5 MHz is not available
- *E* shall be crossed out if the emergency locator transmitter (ELT) is not carried in the aircraft

S/ the type of survival equipment carried, whereby:
- *P* shall be crossed out if polar survival equipment is not carried
- *D* shall be crossed out if desert survival equipment is not carried
- *M* shall be crossed out if maritime survival equipment is not carried
- *J* shall be crossed out if jungle survival equipment is not carried

J/ the type of life jackets carried, whereby:
- *L* shall be crossed out if the life jackets are not equipped with lights
- *F* shall be crossed out if the life jackets are not equipped with fluorescein
- *U* and/or *V* shall be crossed out if the life jackets are not equipped according to the criteria under "R/"

D/ the number, capacity, type and colour of the dinghies carried, whereby:
- *D* and *C* shall be crossed out if no dinghies are carried
- *C* shall be crossed out if the dinghies are not covered
- colour of dinghies if carried

A/ colour of the aircraft and significant markings

N/ any possible additional information regarding the survival equipment

C/ name of pilot-in-command

Name of the flight plan originator (Name of the flight plan originator shall be given)

Space reserved for additional requirements - Indicate whether the flight plan is accepted required by the appropriate ATS authority

1.10.2.7 Special Status Flights

IFR/GAT flights or parts thereof that require special handling may use the sub-field STS indicator to indicate those needs.

Flights with status STS/STATE or HEAD shall clearly indicate in Item 18 “RMK/” if additional separation is required.

Flights with the following STS indicators shall be given an automatic exemption from ATFCM measures:

- **STS/SAR** flights engaged in Search and Rescue missions
- **STS/HEAD** flights with Heads of States
- **STS/ATFMX** flight approved for exemption from ATFM measures by the appropriate ATS authority
- **STS/MEDEVAC** life critical medical emergency evacuation
- **STS/FFR** fire-fighting

1.10.2.8 Authorization for special flights

Flights of a specific character such as survey flights, scientific research flights etc. may be exempted from the specific restrictions that are connected with airspace users limitations.

Request for exemption shall be send so as to be received at least one week before the intended day of operation to:

Air Traffic Flow Planning and Data Processing Division (ATFPDPD)
Rodūnios kelias 2
LT-02188 Vilnius, Lithuania
Phone:+370 706 94 608
+370 706 94 609
Fax: +370 706 94 611
Email: fmp@ans.lt

1.10.2.9 Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the competent ATS unit.

In the event of a delay in departure in excess of 15 minutes from the estimated off-block time, for an IFR flight (except ATFM regulated flights) or in excess of 30 minutes for a VFR flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled. A replacement flight plan in the form of an FPL with identical call sign shall be transmitted not less than 5 minutes after sending the CNL message.

Note 11: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 12: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever submitted flight plan is cancelled, the appropriate ATS unit shall be informed immediately. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan).

Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

1.10.2.10 Closing a flight plan

a) An arrival report shall be made in person, by radiotelephony, via data link at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.
Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided except if it was required by ATS unit.
b) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

Note 13: AFPL has to be closed, when aircraft leaves CTR.

c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.

Phone: +370 706 94 599 (Vilnius ACC)
+370 706 94 367 (Kaunas APP/TWR)
+370 706 94 111 (Palanga APP/TWR)
+370 41 39 81 30 (Šiauliai TWR)

Note 14: If there is no message about the closing of the flight plan after expiry of 30 minutes, the search and rescue operation will be started.

d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

e) Arrival reports shall contain the following items of information:
– aircraft identification;
– departure aerodrome or operating site;
– destination aerodrome or operating site (only in the case of a diversionary landing);
– arrival aerodrome or operating site;
– time of arrival.

1.10.3 REPETITIVE FLIGHT PLAN SYSTEM

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 (EUR Regional Supplementary Procedures), Part 1, paragraph 2.1, Doc 4444 (The Rules of The Air and Air Traffic Services PANS-RAC), part II, paragraph 8.4 and the EUROCONTROL Handbook.

Aircraft Operators which make use of Repetitive Flight Plans (RPLs) are requested to ensure that RPL data for flights into, departing from or overflying the Vilnius FIR are submitted to the NM RPL Team.

RPL Files should preferably be submitted in electronic format via E-mail or alternatively as paper copy via SITA or post.

Postal address:

EUROCONTROL DNM
IFPU1 NM RPL Team
Rue de la Fusee, 96
B-1130 Brussels
BELGIUM
SITA: BRUER7X
Fax: + 32 2 729 9042
Email: rpl@eurocontrol.int

The IFPS Users Manual can be obtained from EUROCONTROL Internet site:

http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-current.pdf

Aircraft operators for clarifications or other questions could contact RPL Supervisor at:

Email: fdorplsup@eurocontrol.int
Phone:+32 2 729 9847

1.10.4 ICAO FLIGHT PLAN FORM

ICAO Flight Plan Form can be obtained from SE “Oro navigacija” internet site: http://www.ans.lt/en/for-aviation-community/flight-plan/

THIS PAGE INTENTIONALLY LEFT BLANK